

REMARKS

Claims 15-19 from the parent case Serial No. 09/910,553 filed July 20, 2001 are divided out pursuant to U.S. Patent and Trademark Office Action mailed August 2, 2002.

These claims are directed to an open cast mold method similar to that shown in Figs. 6 and 7 of the drawings to provide a tire body with opposite sides that curve axially and radially inward as at 52 (Fig. 7). This capability was unknown in the art prior to Applicant's invention, and claims 15-19 & 41-42 directed thereto are believed to be in condition for allowance.

Claims 43-55 have been added to recite a narrow cast quick turning urethane wheel such as might be used in roller hockey or racing.

It is a feature of such a wheel that it should have a relatively soft body to flex and squat upon applying loads thereto to thereby provide a high friction grip on the undersurface, and prevent slipping or sliding as might be the case for a ice skate or in-line roller skate intended to simulate ice skating.

The open cast construction is important to this construction to afford the desired characteristics of the end product.

By constructing such a wheel with a maximum width no greater than .9 inches, and incorporating the narrowing body section as at 52, a low moment of inertia is created thus providing for enhanced performance in a casted wheel.

This construction should be contrasted with wheels such as those shown in U.S. Patent No. 5,655,784 to Lee.

Lee fails to show or suggest how his wheel could be constructed from open cast molding and specifically criticizes prior art "soft tires" (Col. 1, line 42). He specifically requires his wheel body to exhibit a hardness in the range of 60-85 durometers on the D scale, a hardness which is nearly rock hard and would be totally unacceptable for quick turn, high performance wheels such as used in racing or hockey.

Lee suggests that his wheel may be "made of semi-solid, hollow or pneumatic with air pockets or voids." (Col. 4, lines 53-56).

Such a construction is contrary to Applicant's solid body construction which affords the desired characteristics for highly competitive quick turn sports. Contrary to Lee, Applicant does not seek to provide a wheel which is "more like ice-skate blades" or with "decreased bearing and tire friction" (Col. 5, lines 6-7).

Claim 50 depends from Claim 43 and includes a further limitation that the hub be formed with a through bore having bearing glands opening outwardly to the axial opposite sides thereof.

This too is contrary to Lee who specifically provides a single centered bearing gland 68 (Fig. 4).

Claims 44, 47, 48, 49 and 53 all depend from Claim 43 and are further restricted by the recitation of the specific dimensions of the wheel, dimensions which have been found advantageous for hockey and racing activity. Lee does not suggest the recited construction.

Claim 54 also depends from Claim 43 and is further restricted by the recitation that the entire body is constructed of tire sections disposed of on opposite sides of the

flange, and having a relatively large degree of flex under load to facilitate gripping. See page 25, lines 17 and 18 of Specification.

As above, this construction is contrary to the very disclosure on the Lee patent.

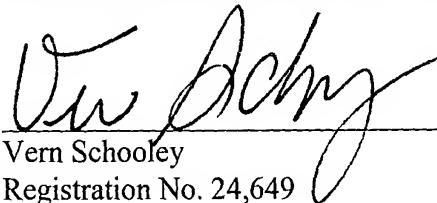
Claim 55 depends from claim 43 and is further restricted by the recitation of the body being constructed to flex when loaded from an angle acute to the major central plane of the wheel to thus afford high friction during turning maneuvers. Again, to incorporate this construction in Lee would be to defeat the various objectives of Lee.

It is believed this case is now in condition for allowance and early notice thereof is respectively solicited.

Respectfully submitted,

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